



CENTRAL INTELLIGENCE AGENCY

WASHINGTON 25, D. C.

OFFICE OF THE DIRECTOR

COPY

July 26, 1955

The Honorable George H. Mahon
Chairman, Defense Subcommittee
House Committee on Appropriations
Washington 25, D. C.

Dear Mr. Chairman:

Under the provisions of the Military Construction Act of 1955 (P.L. 161), CIA is authorized to construct a headquarters installation at a cost of \$54,500,000. Of this sum not to exceed \$8,500,000 may be utilized for transfer to the National Capital Planning Commission and the Department of the Interior for the cost of extending the George Washington Memorial Parkway to the site of the Research Station of the Bureau of Public Roads at Langley, Fairfax County, Virginia, including acquisition of rights of way. The law provides that if CIA does not locate at the site at Langley, the \$8,500,000 shall not be available for obligation. The law also provides that not to exceed \$1,000,000 may be spent for the acquisition of a site.

On 23 June, when I appeared before your Subcommittee in support of appropriations for this construction, the Military Construction Act had not yet passed the Congress. Until passed, the extension of the Parkway would not be assured and since this is essential to

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location at Langley, final determination on the site could not be made. The House Appropriations Committee therefore recommended the sum of \$3,000,000 for CIA to proceed with the preparation of detail plans and specifications, but postponed consideration of funds for a site. Subsequently, the sum recommended by the Appropriations Committee was stricken from the bill on the Floor of the House on a point of order.

When I later appeared before the Defense Appropriations Subcommittee in the Senate, P.L. 161 authorizing extension of the George Washington Memorial Parkway to the Langley site had been enacted. I informed that Subcommittee that CIA strongly preferred locating its headquarters installation on the Government-owned tract at Langley, although, should the Committee deny funds for the Parkway extension, a tract at Alexandria would be acceptable. I pointed out to the Senate Subcommittee that failure to determine the site had been a major factor in the allowance by the House Appropriations Committee of funds for plans and specifications only. I further noted that such plans could not be properly prepared until a site was selected, and that to plan for Langley, we would require an additional \$4,000,000 for the first year's work on the Parkway extension to assure that the Parkway

would be completed when our installation was ready for occupancy. Furthermore, I pointed out that it was my understanding that the House Committee preferred not to use unobligated balances for this construction project, and recommended that the Committee give us a direct appropriation of \$7,000,000. We have obtained the approval of the Bureau of the Budget for the use of direct appropriations, and a copy of the authorization from Mr. Hughes, Director of the Bureau of the Budget, dated 21 July 1955, is attached for your information.

The Senate Appropriations Committee has now approved the sum of \$3,000,000 for the preparation of detail plans and specifications and \$4,000,000 for the extension of the Parkway, with a proviso that, if CIA does not locate at Langley, a sum of not to exceed \$350,000 shall be available for the acquisition of a site elsewhere.

It is my earnest hope that the House Appropriations Committee will accept the action of the Senate Appropriations Committee with one change. The best offer we now have for sufficient land in Alexandria is about \$500,000; hence \$350,000 appears inadequate and should be increased to \$500,000. This does not increase the total of \$7,000,000 requested since if site money is expended, the \$4,000,000 for the Parkway will not be required. While we consider the Langley site is

the best available, we believe provision for an alternative is advisable to insure that the final choice is the best for our purposes, and that the construction of our permanent headquarters is completed at the earliest possible time.

I am attaching herewith a more detailed statement of our position in this matter so that you may be fully aware of the reasons for our preference for Langley and the steps that have been taken in connection with that site.

Respectfully yours,

(Signed)

Allen W. Dulles
Director

Attachment

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**STATEMENT OF MR. ALLEN W. DULLES,
DIRECTOR OF CENTRAL INTELLIGENCE,
IN CONNECTION WITH THE REQUEST FOR
AN APPROPRIATION TO CONSTRUCT A
HEADQUARTERS INSTALLATION FOR THE
CENTRAL INTELLIGENCE AGENCY.**

After careful examination of more than thirty sites in or near the metropolitan area of the District of Columbia, the Central Intelligence Agency believes that Langley, Virginia, and Alexandria, Virginia, are the two areas which deserve most serious consideration.

CIA would strongly prefer to locate its new headquarters installation, authorized by P. L. 161, at the site of the Research Station of the Bureau of Public Roads at Langley, Virginia, within this 300-acre tract of Government-owned land. CIA would need 100 acres of this tract for its building site and access roads, for adequate parking space for its employees, and for security reasons.

A primary reason for CIA's preference for the Langley site is that of security. If CIA occupies this site, it will be surrounded on two sides by the remaining 200 acres of the tract, and on the third side by land owned by the National Park Service which extends to the

Potomac River. Thus, we would be fully protected on three sides of the site. On the fourth side, the land is privately-owned, but lightly settled with one-family houses which would cause no problem. Thus, we are assured of maximum security for the installation. In addition, should it be necessary for the Central Intelligence Agency to expand because of war or national emergency, additional Government land is adjacent to the site at Langley for this purpose. On the other hand, if we are to locate in the Alexandria area and can obtain 100 acres of land, there is every reason to believe that the site would be immediately surrounded with apartments and small houses, as well as possible commercial developments. This would present greater security problems than are present at the Langley site and is a primary factor in our preference for Langley.

The Langley site compares favorably with other possible sites in terms of accessibility to the other Government agencies with which we must be in continual daily contact. From the standpoint of the morale of our personnel, the Langley site would be preferable as it would

involve at most a very small relocation of the homes of our personnel.

It should be noted in connection with an Alexandria site, that on the basis of the present residences of CIA employees almost two-thirds of their number would have to travel through the District of Columbia at the height of the morning and evening rush hour, with a large concentration at the Memorial Bridge and the proposed new Constitution Avenue bridge, and moving in the same direction as the bulk of traffic as far as the Pentagon. On the other hand, if Langley is selected, this situation would be eased somewhat in view of the fact that 48% of CIA personnel live in the Northwest area of Washington and Montgomery County. They would use Key and Chain Bridges, and eventually the proposed new Cabin John Bridge, to the Langley site and would be travelling to and from work in the opposite direction from the flow of traffic.

CIA has consulted with the elected officials of Fairfax County with regard to the Langley property since November 1954. The Board

of County Supervisors of Fairfax County have, by formal resolution, extended an invitation to CIA to occupy this site. The Planning Commission of Fairfax County has formally expressed to the County Board of Supervisors the desirability of the CIA location at Langley, and their Chairman has stated that in this expression the Commission feels that they have correctly expressed the overwhelming majority sentiment of Fairfax County residents. Similar invitations have been expressed by the Fairfax County Chamber of Commerce representing more than 450 members without dissent, the McLean Business Association, and the Great Falls Grange No. 738 with a membership of 242.

Several citizens and Fairfax County officials testified before the Defense Appropriations Subcommittee of the Senate in favor of CIA's use of the Langley site and also presented a map showing that over 80% of the property owners in the immediate vicinity of the site favored its use by CIA. It should be noted that a small minority of local residents of the Langley area have protested against the location

of CIA at the Langley site, and representatives of this group, as well as officials from Alexandria also testified before the Subcommittee.

The Central Intelligence Agency naturally understands the feelings of some of the residents of the Langley area who, rightly or wrongly, feel that the comparative seclusion of their community may be somewhat impaired by the Agency's location there. However, there seems to be no question but that, with the exception of this very small minority, Fairfax County wholeheartedly welcomes the CIA. The Agency feels that it is its primary duty, while taking into account the feelings of the residents, to attempt to select that site which will best facilitate the carrying out of its work in the public interest; and in view of the invitations and backing it has received from the people and officials of the area, CIA feels justified in expressing its preference for the Langley site.

In order for CIA to locate at Langley, it is necessary to improve the site's accessibility by the extension of the George Washington

Memorial Parkway from its present terminus at Spout Run approximately 3-1/2 miles below Chain Bridge to the Langley site, a distance of approximately 7 miles. The authorization for this Parkway has been on the statute books for 25 years. The Capper-Crampton Act of May 29, 1930 (46 Stat. 482), as amended, states:

"Such funds shall be appropriated as required for the expeditious, economical, and efficient development and completion of the following projects:

"(a) For the George Washington Memorial Parkway, to include the shores of the Potomac, and adjacent lands, from Mount Vernon to a point above the Great Falls on the Virginia side, except within the City of Alexandria, . . ."

The General Counsel of the National Capital Planning Commission has given a formal opinion that the proposed extension is within the contemplation of this Act. It should also be noted that the National Capital Planning Commission has been acquiring rights of way for the Parkway extension from its present terminus at Spout Run to a point slightly above Chain

Bridge irrespective of whether or not CIA might at some time locate at Langley. Funds have been included in the NCPC budget for this purpose. These funds may not, however, be sufficient to acquire all of the rights of way to the Langley site, and for this reason the Congress, in the Military Construction Act of 1955, authorized CIA to transfer certain funds to the Commission for this purpose. Thus, it seems evident that the extension of this Parkway, which is a part of the master plan for the development of the metropolitan area, will be completed within the next few years in any event and CIA is merely speeding up this 7-mile extension to have it completed at the time of its occupancy of the Langley site.

The Office of the Commissioner of Highways (Virginia), in a letter dated 23 May 1955 to the County Executive of Fairfax County, stated that in view of the probability of a CIA installation near Langley they had allocated \$100,000 for the present fiscal year for the widening of Route 123 from Chain Bridge west, with a reasonable expectation

for additional funds in the next fiscal year. On 9 June, the Highway Commissioner of Virginia wrote that the cost of widening Route 123 to a 4-lane highway from its intersection with the George Washington Memorial Parkway below the Langley site to its intersection with Route 193 above the site would be provided at their expense, and that this would be done concurrently with the development of the Parkway extension. On the same day, this matter was discussed with Governor Stanley of Virginia, and the meeting resulted in complete assurances of this concurrent improvement. While this may be an acceleration in the plans of the State of Virginia for the development of Highway 123, such plans were already in existence for future implementation and extend beyond the present commitments.

In its resolution of May 4, 1955, inviting the CIA to use the Langley site, the Board of Supervisors of Fairfax County assured the Agency "that the Fairfax County Government stands ready to cooperate fully

in all matters under its own responsibilities." In its resolution of 18 May the Board authorized the forwarding of a letter to CIA stating "that the county can assure within two years from this date the availability of sewers for the facility contemplated on a basis of charges on rentals for such sewer service at figures which will not exceed the regular charges elsewhere in the county." We have further been informed that no part of the \$250,000-\$300,000 which this construction will cost will be borne by the Federal Government. Moreover, the cost of this additional link will not be a cost to the taxpayers. It is simply a financing program to provide a service and would be self-supporting by virtue of its revenue.

It should be noted that Fairfax County voted a \$20,000,000 integrated sewer system in 1953, and a \$2,000,000 unit of this system is presently being installed in the McLean-Langley area. Therefore, bringing of this link to the boundary of the CIA property is but a small part of the overall system in that area.

The City of Falls Church has assured CIA of its ability to supply water for the installation, and it does not require financial help from the Federal Government to make this possible. The City has funds available in the sum of approximately \$5,000 to extend the existing water main some 1,500 feet to serve the Langley site.

Somewhat similar assurances as to roads, sewers, and water supply have been received from Alexandria officials, who have invited CIA to locate within their city.

The cost of the building construction itself will not vary appreciably as between the Langley site or an Alexandria site. Insofar as the expenditure of Federal funds is concerned, a site in Alexandria could presumably be acquired for something in the neighborhood of \$500,000, whereas the Langley site is on Government-owned land. If the Langley site is utilized, an expenditure of 8.5 million dollars for the extension of the George Washington Memorial Parkway will be

involved. However, as noted above, this Parkway has long been authorized, and its completion is a part of the master plan for the development of the District of Columbia and its environs. The acceleration of the Parkway's extension will not change the eventual expenditure, and it will permit this Agency to occupy a preferred site with sufficient Government-owned acreage surrounding it to give better security protection than is presented by the alternative.